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INFORMATION REPORT

CD NO.

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COUNTRY East Germany

DATE DISTR. 26 September 1955

SUBJECT Conversion of Passenger Ship YURY DOLGORUKI
into a Floating Whale Factoryship

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1. On 4 June 1955, the conversion into a floating whale factory of the former S/S HAMBURG was discussed at the HV Schiffbau (Main Shipbuilding Administration). This conversion was declared priority order No 1 for the East German shipbuilding program. On 6 June 1955, a further conference dealing with this subject was held at the Warnow Werft (shipyard). The conferees were State Secretary Ziesenis (fnu), Deputy Minister Schaumburg (fnu), Heisse (fnu) head of the central design bureau (ZEK) and representatives of the Warnow-Werft, including chief manager Friedrich Tops and other shipyard members.
2. Effective at 0600 on 7 June 1955, the order to convert the former S/S HAMBURG into a passenger ship (similar to the former S/S HANSA) was cancelled. The S/S HAMBURG was about 75 percent complete as a reconditioned passenger ship, and a total sum of between 120,000,000 and 150,000,000 DME had been spent on this reconditioning work. The reason that the ship must be converted into a floating whale factory is the lack of material needed for the new construction of such a ship.
3. The Zentrale Entwurfs- und Konstruktionsburo (Central Project and Design Office) (ZEK) has received orders to submit a complete preliminary project concerning her conversion into a whale factory by 30 September 1955. On approval of this preliminary project, work on the technical project would have to start without delay and be completed by the ZEK by 30 June 1956. The conversion of the ship will be executed by the Warnow-Werft, and the ship would have to be delivered between July and September 1958 so as to make it possible to employ her for the 1958/1959 whaling season. This floating whale factory would serve as a mother ship for a flotilla of 17 whalers. The processing plant is scheduled to have a daily capacity of 60 fin whales, weighing 50 tons each. The technical project was estimated to cost 1,500,000 DME for the time being.
4. This new project would mean such an extensive task for the ZEK that several other projects would have to be postponed, including the train ferry for the East German Reichsbahn (national railroad) planned for the Warnemuende - Gedser traffic. Several Soviet special engineers will join the ZEK in early June 1955 to assist in the drafting of the project. These experts have gained experience during several whaling expeditions in which they took part aboard the Soviet whale factory SLAVA.

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5. On 7 and 8 June 1955, a Soviet Commission, acting as a delegation of a Soviet fishing combine, was present. Soviet specialists were expected to arrive as early as June 1955 to assist in the drafting of the project.
6. These are the characteristics of the floating whale factory after conversion of the HANSA: [sic] 1

| | |
|--|-------------------|
| Dead weight tonnage | 19,000 tons [sic] |
| Broken down: | |
| liquid cargo, whale oil, fuel oil | 16,000 " |
| Fish meal etc | 1,000 " |
| Frozen meat, liver, offals | 500 " |
| Provisions for 1,000 men for 7 months | |
| Emergency provisions | |
| Drinking water (minimum) | 500 " |
| Fuel oil for main propulsion plant and auxiliary machinery | |

Lubricating oil for the floating whale factory mother ship and her whale catchers would be carried for an uninterrupted cruising period of at least 30 days with full cargo, and for 15 days of uninterrupted cruising of the 17 whale catchers.

Furthermore, fresh water would have to be carried for three days to feed the four boilers of 1,150 square-meter surface each and the single boiler of 300 square-meter heating surface.

The complement would consist of 460 men.

7. The dressing and processing machinery was scheduled to be fully mechanized so as to be capable of processing up to 65 fin whales a day. A helicopter platform and fuel containers were scheduled to be fitted on the fantail. Most of the radio, direction finding, navigational and radar sets would be available in duplicate. A tape recorder also was provided. The shipmaster would get three rooms, the leading officers two rooms each and the remaining personnel would be assigned to cabins containing one to six berths. Workshops would include precision-mechanical shops, a forge, a blacksmith's shop, and an armature winding shop.

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1. [redacted] Comment: Meaning not clear. Either, after the HAMBURG is converted or, similar to HANSA's conversion.

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